5. Some handbills to disseminate road safety culture were got prepared for distribution to various agencies.

6. National Association of Critical Care Medicine (India), a Voluntary Organisation in Delhi was provided financial assistance who gave one-day training to 6500 Drivers in Delhi.

7. A Road Safety Week was organised in the month of January, 1993 and 1994, throughout the country to spread messages of Road Safety.

**Statement-II**

**The details regarding the steps taken being indlude :**

1. Formal training in a driving school is made a pre-requiste for issuance of licence to drive transport vehicles.

2. Maximum safe laden weights have been prescribed for trucks including light commercial vehicles.

3. Maximum speed limits have been prescribed for all vehicles except light motor vehicles.

4. Uniform intervals for checking the fitness of vehicles have been prescribed throughout the country.

5. It is prescribed that road safety devices would be fitted in the vehicles viz. direction indicators with blinker system for vehicles, special lables on carriages carrying dangerous or hazardus goods.

6. A National Road Safety Council has been set up for formulation of road safety measures. State Governments were also requested to set up State level road safety councils.

*The State Govts. have also been advised to take action on following lines*

1. Strict and rigid enforcement of traffic rules and regulations.

2. Regular special drive against rash and negligent driving, driving without driving licences, drunken driving, defecutive headlights, over-speeding, over-loading etc.

3. Regular prosecution of violation through issue of notices.

4. Introduction of blinkers/signals at accident prone areas.

5. More Ptlice presence in accident prone areas.

6. Special morning drives and night mobile patrolling.

7. Painting of bus boxes, yellow boxes.

8. Special night checking on Highways.

9. Special drive against buses, HTVs, TSHs, Taxis etc.

**Development of National Highways through Govt. Sector and Private Entrepreneurs in West Bengal**

2265 SHRI MD. SALIM:
SHRI NILOTPAL BASU:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether wayside amenities alongwith NHs are proposed to be developed under Government sector scheme as well as through private entrepreneurs under private scheme;

(b) if so, the details of Government sector schemes under this category in West Bengal.

(c) whether any offer from any entrepreneur has been received in this respect for NHs in West Bengal; and

(d) if so, the details in this regard?

THE MINISTER OF STATE OF THE MINISTHY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes Sir.

(b) A site on NH. 34 near Farakka in West Bengal has been identified for development of Passenger Oriented Wayside Amenities by Multi-disciplinary team under Govt. Sector Scheme.

(c) Yes, Sir.

(d) Four offers have been received from Private Entrepreneurs for following locations:

(i) At Km 805 on NH-31 (Siliguri-Bajighat Section)

(ii) At km 103 on NH-34 (Calcutta-Siliguri Section)

(iii) At km 111 on NH-6 (Calcutta-Baharagora Section)

(iv) At km 172.2 on NH. 2 (Asansol-Calcutta Section)

**Step to Repair National Highways in West Bengal**

2266. SHRI DIPANKAR MUKHERJEE:

SHRI JIBON ROY:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government propose to take any steps for repairs to the stretches on NHs in the State of West Bengal;

(b) whether any proposal from the State have been received by Government in this respect; and

(c) if so, by when the programme of strengthening the distressed stretches of NHs in West Bengal will be started?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) (a) to (c) Proposals for normal annual maintenance for the year 1994-95 have been received from the State Government. Maintenance and Repairs of National Highways is a continuous process. An amount of 28 crore for development of National Highways including strengthening have been provided in the Annual Plan 1994-95 for West Bengal.

**राष्ट्रीय राजमार्गों पर यातायात को नियंत्रित करने संबंधी अध्ययन**

2267 चौधरी हरमोहन सिंह :
श्री आस मोहम्मद :

क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या देश में सड़क नेटवर्क के एक बड़े भाग पर विशेषकर राष्ट्रीय राजमार्गों पर, खंडंजा युक्त सतह नहीं है, जिसके परिणामस्वरूप भारी वाहनों के यातायात की आवश्यकतायें ठीक से पूरी नहीं हो पाती;

(ख) क्या इस संबंध में कोई अध्ययन कराया गया है ;

(ग) यदि हां, तो उसका क्या परिणाम निकला है ; और

(घ) सरकार द्वारा इस संबंध में क्या कार्यवाही किये जाने का विचार है?

**जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाईटलर)**: (क) संघ सरकार केवल राष्ट्रीय राजमार्गों के विकास और रख-रखाव के लिये जिम्मेदार है । राष्ट्रीय राजमार्गों से भिन्न सभी सड़कों के लिये संबंधित राज्य सरकारें जिम्मेदार होती हैं। राष्ट्रीय राजमार्गों पर ब्रिक-लाईनिंग नहीं होती बल्कि आमतौर पर उन पर झुकावदार पेवमेंट और पेवड शोल्डर्स होते हैं जिन पर यातायात की जरूरतों और निम्नकोटि की मिट्टी के अनुरूप पतली सतह होती है । ऐसा सिविर्यों की उपलब्धता को मद्दे नजर रख कर किया जाता है ।

(ख) जी, नहीं ।